

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 03/30/2000**

ANC98FA046							
File No. 867		05/14/1998		NOME, AK		Aircraft Reg No. N192AV	
						Time (Local): 15:25 ADT	
Make/Model: Cessna / 208						Fatal	Serious
Engine Make/Model: P&W / PT-GA-114						Crew	Minor/None
Aircraft Damage: Substantial						0	1
Number of Engines: 1						Pass	8
Operating Certificate(s): Commuter Air Carrier; On-demand Air Taxi							
Name of Carrier: BAKER AVIATION INC.							
Type of Flight Operation: Scheduled; Domestic; Passenger Only							
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter							
Last Depart. Point: KOTZEBUE , AK						Condition of Light: Day	
Destination: Same as Accident/Incident Location						Weather Info Src: Weather Observation Facility	
Airport Proximity: Off Airport/Airstrip						Basic Weather: Instrument Conditions	
						Lowest Ceiling: 1000 Ft. AGL, Broken	
						Visibility: 1.00 SM	
						Wind Dir/Speed: 080 / 017 Kts	
						Temperature (°C): 1	
						Obstr to Vision: Blowing Snow; Fog	
						Precipitation: Snow	
Pilot-in-Command		Age: 36				Flight Time (Hours)	
Certificate(s)/Rating(s)						Total All Aircraft: 34713	
Airline Transport; Flight Instructor; Multi-engine Land; Single-engine Land; Single-engine Sea						Last 90 Days: 325	
Instrument Ratings						Total Make/Model: 362	
Airplane						Total Instrument Time: 274	

The certificated airline transport pilot, and nine passengers departed on a scheduled VFR commuter flight for a destination about 160 miles south of the departure airport. The terminal forecast for the destination airport, located in Class E airspace, was indicating a visibility greater than six miles, with scattered clouds at 2,500 feet. Temporary conditions included a visibility of five miles in light rain and snow, with broken clouds at 2,000 feet. While enroute, an obscured ceiling began to lower, and the pilot said he descended to 1,000 feet msl. The pilot said the visibility decreased to between three to four miles, and he began to follow a road toward the destination. About six miles north of the destination, the pilot obtained an airport advisory. The weather conditions at the destination airport were one mile visibility in light snow and mist, and a ceiling of 1,000 feet broken. The pilot requested a Special VFR clearance. As the in-flight visibility decreased to 1 mile, the pilot said he decided to begin a right turn back to an area of better visibility. During the turn, he said he entered white-out conditions. He leveled the wings of the airplane, and applied engine power to begin a climb. The airplane then collided with snow covered terrain, about 850 feet msl. The location of the accident is about 1 mile north of the Class E airspace.

Brief of Accident (Continued)

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - WHITEOUT
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's continued VFR flight into instrument meteorological conditions. Factors in the accident were low ceilings, whiteout conditions, and snow covered terrain.